MPS Program Oversight Working Group (POWG)

POWG 02-3

Aviation Update

LtCol J.D. Holm, HQMC ASL-34

18-19 July 2002, Cheatham Annex, VA

Neck Down Strategy

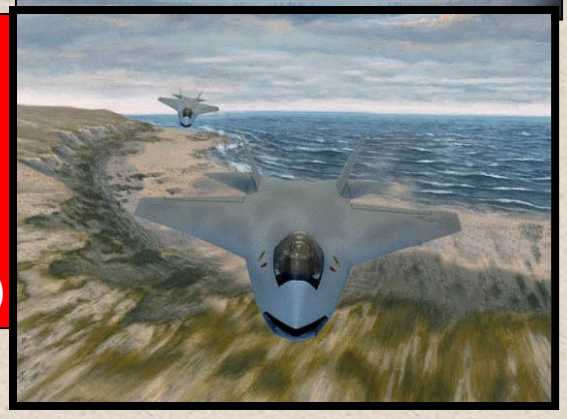
Fixed Wing
F/A-18A+
F/A-18CD
F/A-18CN
F/A-18D
AV-8B
AV-8BN
AV-8BR
EA-6B
KC-130F
KC-130R
KC-130T

Rotor Wing
UH-1N
AH-1W
CH-46E
CH-53D

2010 - 2015

Fixed Wing
F-35
EA-18G/EA-35?
KC-130J

Rotor Wing
UH-1Y
AH-1Z
MV-22B
CH-53 (SLEP)



Aviation Campaign Plan (ACP) ACE Depolyability

- *"The rapid, light and flexible deployment of aviation logistics personnel and support assets is the key enabler that provides Marine aviation the ability to decisively affect the battle space."*
- *"However, as Marine aviation continues to frequently deploy in support of regional and small scale contingencies, it has become increasingly essential that aviation logistics planners be prepared to rapidly develop aviation logistics support packages that not only fulfill necessary support requirements but do so with the least amount of required airlift."*

Aviation Campaign Plan (ACP) ACE Deployability (Continued)

- **Remote Expeditionary Support Package (RESP)**
  - **"…RESP has been added to the vernacular of aviation logisticians and is used to describe the initial logistics support package that is deployed. It remains critical to the deployability and effectiveness of Marine aviation that continued refinement of RESPSs in support of deliberate plans be conducted.**
- **Aviation Logistics Planning Module (ALPM)**
  - **"…we will steadfastly pursue the development and fielding of the Aviation Logistics Planning Module (ALPM) that will provide the logistics planner the ability to rapidly define aviation logistics support assets required to support any notional aircraft mix."**

Remote Expeditionary Support Package (RESP)

A RESP is a combination of a Fly-In Support Package (FISP) (O-level spare/repair parts), Airborne Weapons Support Equipment (AWSE), Aircraft Armament Equipment (AAE) – minus Class V(A), Aviation Support Equipment (SE), Mobile Facilities (MFs), and personnel that would detach from a supporting MALS to provide aviation peculiar logistics support to an Aviation Combat Element (ACE) for 30 days.

A RESP is strategically airlifted to an Area of Responsibility and designed to provide aviation logistics support, to a specific number of a type aircraft, until the arrival of more robust, follow-on logistics support from Marine Aviation Logistics Support Program (MALSP) sources (PCSP, CCSP, FOSP), MPF assets, Host Nation Support, or other Joint/Combined logistics resources. When ACE missions, endurance, and bed down scenarios so dictate, the RESP may not be augmented by any additional, follow-on support and will serve as a stand-alone support package for the ACE."

Aviation Campaign Plan (ACP)
ACE Deployability Goals

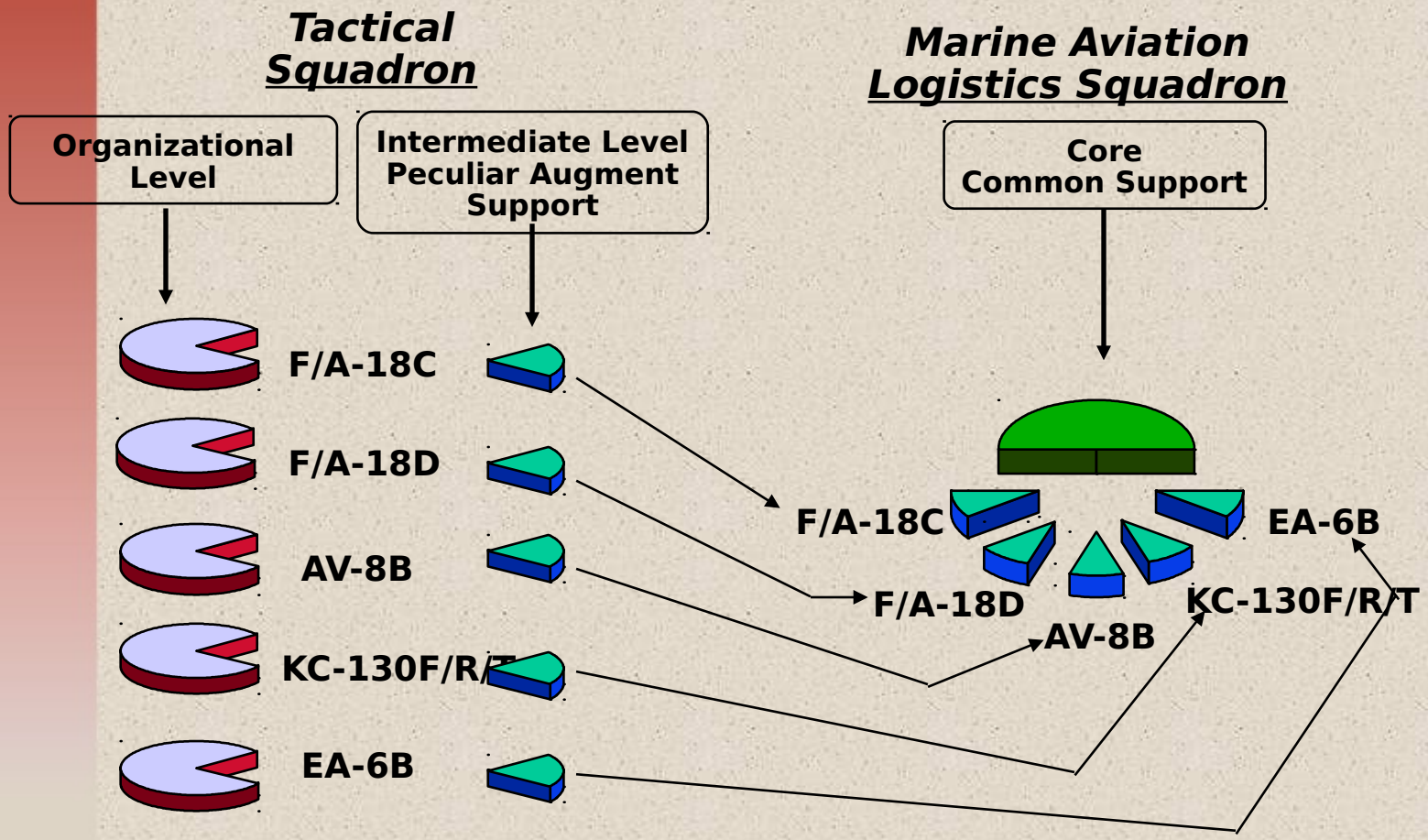
- Develop RESPs in support of deliberate plans.
- Develop and field the Aviation Logistics Planning Module (ALPM).

Marine Aviation Logistics Squadron (MALS) "Building Block Concept"

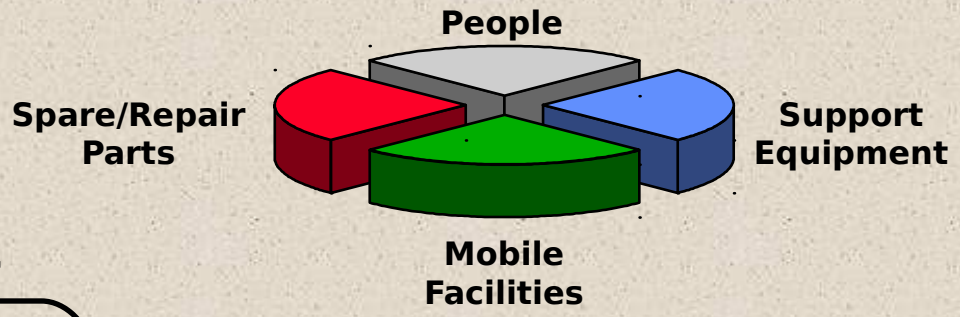
12 KC-130 support	12 F/A-18D support
16 AV-8B support	24 F/A-18C support
	5 EA-6B support

Parent MALS FW ACE "Core" of I-Level Support

Marine Aviation Logistics Squadron (MALS)



Contingency Support Package (CSP) Components



Peculiar Support

F/A-18 PCSP

AV-8B PCSP

EA-6B PCSP

KC-130R PCSP

\+

Common Support

FIXED WING CCSP

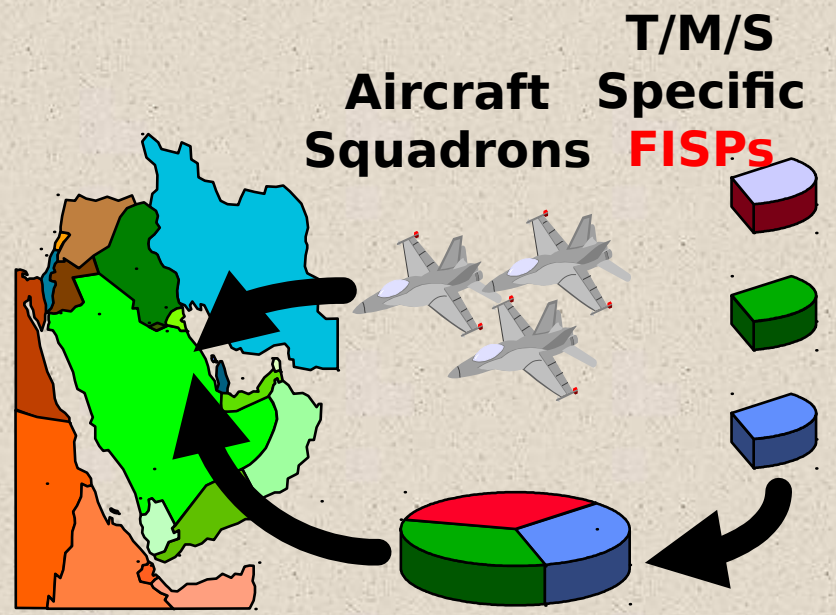
=

Composite ACE Aviation Support

FIXED WING CSP

Marine Aviation Logistics Support Program (MALSP) Employment

The "Old MALSP MANTRA"



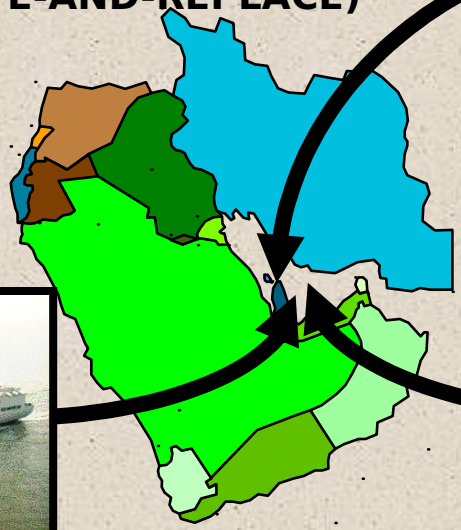
- Remove-and-replace spare parts
- Airlifted into AOR as part of Fly-In Echelon
- ***Married with "O"-level SE aboard MPF ships***
- Provides 30 days of combat flying
- Allows Marine aircraft to commence operations while "I" level support is moved into theatre

Marine Aviation Logistics Support Program (MALSP) Employment

The "Old MALSP MANTRA"

1

FISPs FLY IN WITH ASSAULT ECHELON ACFT ("O" LEVEL REMOVE-AND-REPLACE)



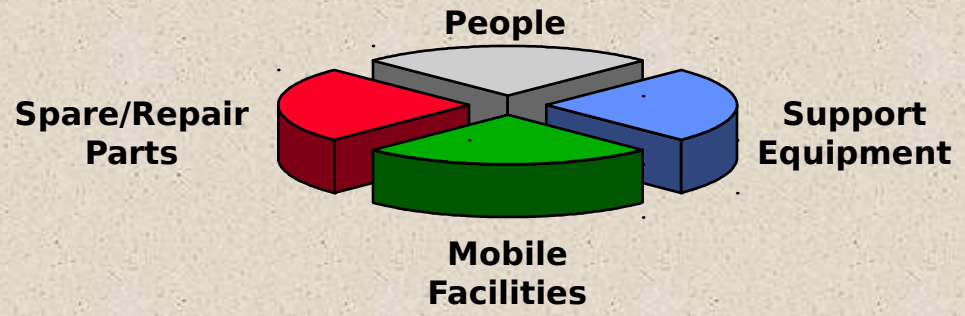
2

FLY-IN AIRCRAFT *FALL-IN ON ORGANIZATIONAL LEVEL SUPPORT EQUIPMENT OFF-LOADED FROM MPF SHIPS*

3

CCSPs AND PCSPs FOLLOW FISP'S BY TAVB/AIRLIFT IN THE ASSAULT FOLLOW-ON ECHELON (TAILORED "I" LEVEL CAPABILITY)

Remote Expeditionary Support Package (RESP) Defined



"Selected" Peculiar Support

F/A-18 PCSP

AV-8B PCSP

EA-6B PCSP

KC-130R PCSP

+

"Selected" Common Support

FIXED WING CCSP

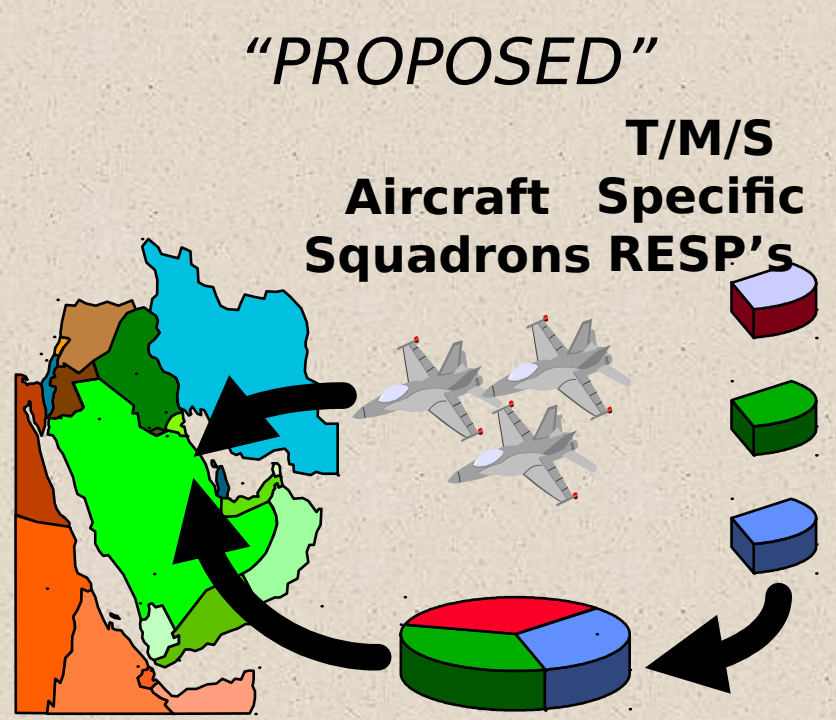
=

Composite ACE FIE Support

T/M/S RESP

MALSP Employment of RESP

The "NEW MALSP MANTRA"

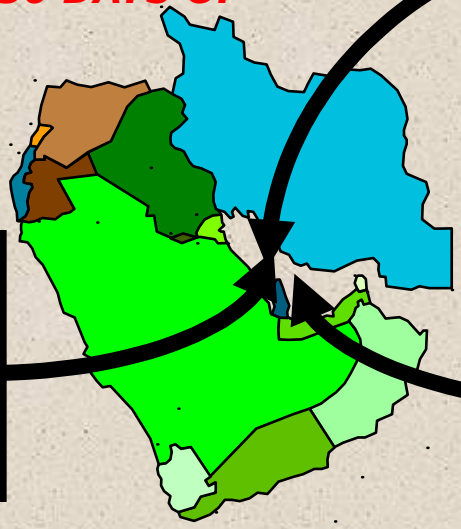


- A RESP *includes the FISP*
- **RESPs deploy with Assault Echelon (AE) to support FIE until arrival of MPF/T-AVB in AOR**
- ***Airlifted into AOR* as part of FIE**
- **Allows Marine aircraft to commence operations during FDOs while "I" level support is moved into AOR**
- ***RESPs are "consumed" by CCSP/PCSP* as they are moved into AOR**

MALSP Employment/Build-up in AOR

The "New MALSP MANTRA"

1 **RESP's FLY IN WITH ASSAULT ECHELON ACFT ("O" LEVEL REMOVE-AND-REPLACE) - *30 DAYS OF SUPPORT***



3 **CCSPs AND PCSPs FOLLOW RESP'S BY TAVB/AIRLIFT IN THE ASSAULT FOLLOW-ON ECHELON (TAILORED "I" LEVEL CAPABILITY) – 90 DAYS OF SUPPORT. RESP's ARE CONSUMMED BY PCSP'S/CCSP'S**

2 **UPON NCA APPROVAL, MPF IS COMMITED. *PROVIDES "DEPTH" OF SUPPORT AND SUSTAINMENT***

Aviation Logistics Support Aboard MPF(F)

- MCCDC directed follow-on T-AVB functionality to be included in MPF(F)
- Study will analyze alternatives to T-AVB
  - Replacement T-AVB
  - Integration of T-AVB Functionality into a single MPF(F) Ship
  - Integration of T-AVB Functionality into multiple MPF(F) Ships
  - Prepositioning aboard MPF(F)
  - Extend current T-AVB
  - No T-AVB Capability

Individual Material Readiness List (IMRL) Review

- Current Aviation Weapons Support Equipment (AWSE) is allowanced by T/M/S aircraft and prepositioned on one or two ships within a MPSRON.
  - No consideration for Class V(A) aboard
  - AWSE is common across T/M/S
  - CINC must target specific ships for capability
  - Maintenance cycle may take 50%-100% of T/M/S capability out of the AOR
- NAVAIR has agreed to implement HQMC, MARFOR, & MEF spread-load & redistribution plan
  - Review garrison AWSE requirement
  - Redistribute AWSE garrison excess to MPS

What's Broke for Aviation Aboard MPS?

- L, M, and P custody-coded IMRL. - Is that too generic for MPS?
  - L: Requires Calibration & use at O-level not already E or P
  - M: Noncalibratable requiring management
  - P: Over 200 lbs (300 lbs for rolling stock) or exceeding 6'x3'x2' in stowed configuration, fragile, subject to misalignment or loss of calibration, or not coded for infrequent use.
- MPS IMRL Activity Assets Identifier (AAI) less than 100% fill
  - EA-6B AAI @ 21%
  - NAVAIR fair shares shortages between MPS & Fleet
- No Fleet confidence in MPS IMRLs
- IMRL Model Managers must be engaged
- SE Baseline Assessment Memorandum (BAM)
  - Aviation Maintenance Supply Readiness (AMSR) Issue #19
  - Jun 00 – SERMIS deficit value @ $4.112B
  - Jun01 – SERMIS deficit value @ $801.1M

NOTE: Much of this deficit is MPF IMRLs!!!!

What's Needed to "Fix" Aviation Aboard MPS?

- Complete review of MPS AAI's
  - HQMC, ASL Lead – Articulate the "Vision"
  - NAVAIR, PMA-260 – Guide the Process
  - Model Managers →
  - SME's →

  Identify what needs to be on MPF understanding the vision
  - OPNAV – Resources "IF" required
- Implement recommended changes
  - Update Doctrine
  - Update PPD
  - Update SERMIS
  - Direction to BICMD

Potential Alternatives

- Maintain current MPS prepositioning objective
- Shore based prepositioning of assets
- Buy-out rolling stock shortfalls
  - $4,521,170 MPS deficiencies minus AWSE
  - Additional $1,260,000 includes 140DGOV
  - Total $5,781,170
- Radical Approach: Does USMC need 10 active and 2 reserve deployable MALS?
  - During SWA USMC deployed 236 aircraft (both RW & FW) and "notional" support for 98.
  - Should MALSP be reconstructed with a "few" deployable MALS and the remainder allowanced for garrison operations? A "Few Good MALS" approach.
- New Development!!! $139M +up for MPS shortfalls

Questions